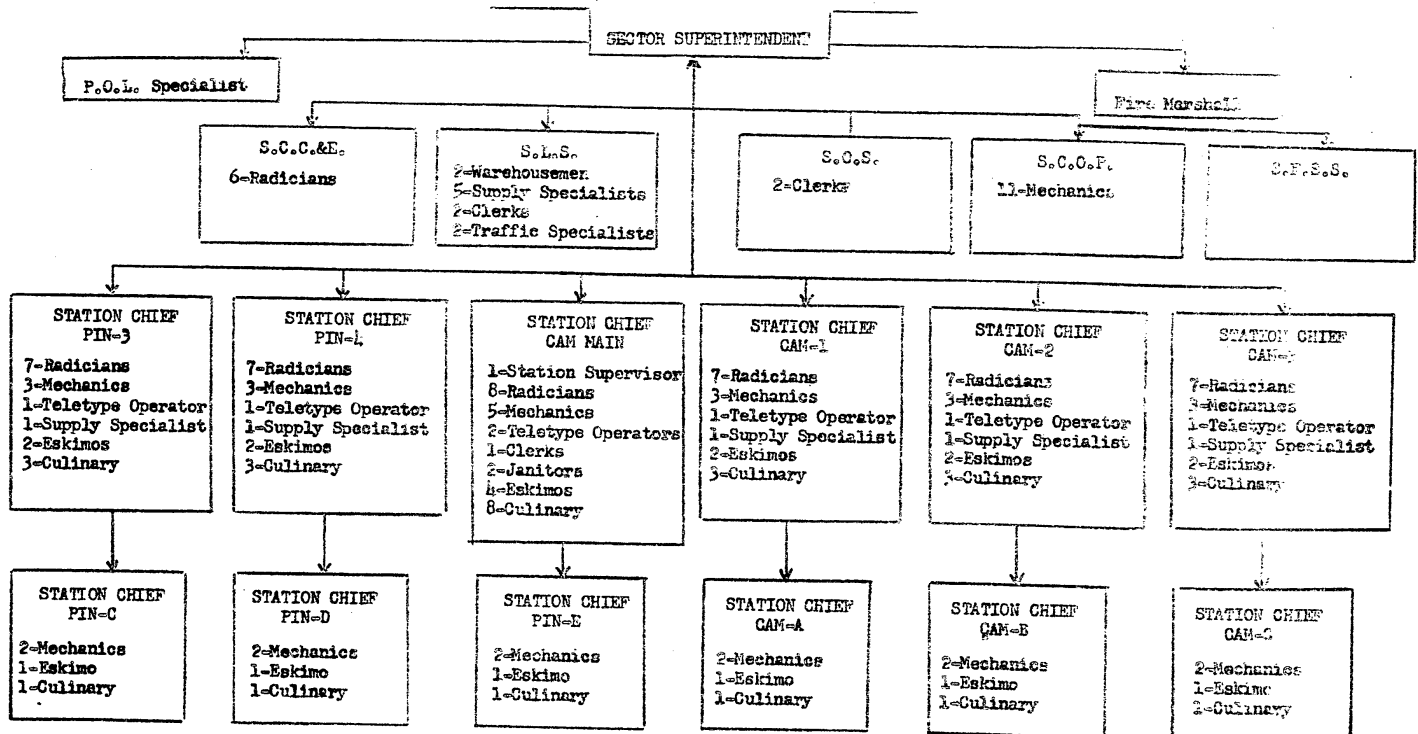


Plans to

CAT SECTOR

CAM SECTOR MANNING



AUTHORIZED MANNING.....190
 SPECIAL PROJECTS..... 99
 TOTAL STRENGTH. 289

FEDERAL ELECTRIC CORPORATION**CAM SECTOR STAFF**

John T. Kelley	FEC	Sector Superintendent
Fred R. Smith	FEC	Sector Chief - Communications & Electronics
Rudy P. Aguilar	FEC	Sector Chief - Buildings & Outside Plant
Peter Witwicky	FEC	Sector Logistics Supervisor
Richard J. Gahan	FEC	Sector Office Supervisor (Medic)
Charles A. Fancy	FEC	Sector Food Service Supervisor
William Scott	FEC	Station Chief - PIN-3
Harold H. Hutchings	FEC	Station Chief - PIN-4
John McComiskey	FEC	Station Chief - CAM-M
Michael Cummins	FEC	Station Supervisor - CAM-M
Herbert Dean-Tubbs	FEC	Station Chief - CAM-1
Robert W. Kempster	FEC	Acting/Station Chief - CAM-2
Rodney Lamb	FEC	Station Chief - CAM-3

CAM MILITARY STAFF

S/L H.A.P. Poynts	RCAF	Military Commander
Maj. G.R. Marshall	USAF	Administrative Contracting Officer Representative (ACOR)
T/L J.H. Ferguson	RCAF	Controller/Operations Officer
F/L G. Fleming	RCAF	Controller/Training Officer
Capt. R.W. Norman	USAF	Controller/Security Officer
F/O W. Baxter	RCAF	Controller/Property Officer
F/O S. Black	RCAF	Controller/Administrative Officer

HISTORICAL SKETCH OF CAMBRIDGE BAY

During a journey of exploration in 1839 to delineate the north coast of the continent, Chief Factor Warren Dease and Thomas Simpson of the Hudson's Bay Company named Cambridge Bay after H. R. H. Adolphus Frederick, Sixth Duke of Cambridge. In 1851 Dr. John Rae, also of the Hudson's Bay Company, went to Cambridge Bay during a Franklin search expedition and his two boats sheltered in a creek at the head of the bay which was reported to swarm with salmon. Judging from the numerous caches, he considered the area was a favorite resort of the Eskimos, though he saw none.

On a later Franklin search, Captain Richard Collinson in H. M. S. Enterprise spent the winter of 1852-53 in Cambridge Bay. He saw two or three hundred Eskimos and was visited by them throughout the winter. He reported that the Eskimos spent much of the summer fishing there and then in the fall followed the caribou to the mainland. Cambridge Bay was also visited in 1905 by Amundsen in the Gjøa on his voyage through the Northwest Passage.

Cambridge Bay appears to have continued to be an important Eskimo locality owing to the abundance of caribou, seal, fish and wild fowl. Some Eskimos apparently lived on Victoria Island throughout the year but others wintered on the shores of Queen Maud Gulf and visited the island for the summer only. When they were first discovered, and indeed until trading posts were established early in the present century, the people in this part of the Western Arctic used native copper for many purposes and for this reason they are known as the Copper Eskimos.

The Hudson's Bay Company first established a post at Cambridge Bay in 1923 but it was closed when the caribou migration failed in 1925.

In 1927 it was reopened on a new site and it was again moved in 1934. Another link with Amundsen is provided which he made his famous drift through the Northwest Passage, and which now lies partially submerged at Cambridge Bay. She was bought as a supply ship by the Hudson's Bay Company in 1927 and took freight to Cambridge Bay where she was moored to serve as a warehouse, machine shop and wireless station. It was from the Baymaud that the first regular winter weather reports from the Canadian Arctic were transmitted and relayed south via the Royal Canadian Corps of Signals stations.

The R. C. M. P. schooner St. Roch often wintered at Cambridge Bay and the moving force of Exercise Musk-Ox passed through the settlement in 1946.

In 1947 Cambridge Bay was chosen as the site of a low-frequency Loran (long range navigation) slave station. This navigation system required a chain of three stations, one master and two slaves. The master station was at Kittigazuit near Tuktoyaktuk; the slaves at Cambridge Bay, and at Skull Cliff near Point Barrow. After being tested for some time the system proved unsatisfactory and was discontinued. The 625-foot tower remains as a prominent landmark at Cambridge Bay. A similar tower at Kittigazuit was demolished in 1956 as a danger to air navigation.

During the past few years, the Cambridge Bay area has been used each winter by the RCAF for training air crews in arctic survival measures. The Department of Transport has established a radio and weather station at the old Loran site. Both Anglican and Roman Catholic churches have established missions at the Eskimo settlement. A nursing station and a federal school have also been established at Cambridge Bay.

The Department of Northern Affairs and Natural Resources is represented by a resident Northern Service Officer.

THE DEWLINE SITE - CAM

TOPOGRAPHY

The contour of the land is hilly with an elevation of 112 feet above sea level. The geology is ancient beach ridges and the soil is composed of limestone fragments with a thin cover of moss and tundra.

CONSTRUCTION

Construction of the CAM DEWLine Station was started 31 March 1955 and was completed on 31 December 1956.

AIRSTRIP

The gravel airstrip is 150 feet wide and 5,000 feet in length.

OPERATION AND MAINTENANCE BY FEC

Federal Electric Corporation assumed responsibility for buildings and outside plants on 31 December 1956. Installation of the communications and electronics equipment by the construction contractor continued after that date. Federal Electric Corporation communications and electronics personnel were fully manning the stations of the line by 1 April 1957 and operating equipment after installation had been completed. On 1 August 1957, the U.S. Air Force formally accepted the DEWLine and Federal Electric Corporation assumed full responsibilities for operation and maintenance.

BUILDING TRAINS

The two building trains, connected by an overhead bridge, are composed of a series of modules. Each module is 28 feet in width and 16 feet in length. Modules are utilized as follows:

- 6 modules (radar and communications equipment)
- 6 modules (power, heat and ventilation)
- 2 modules (administrative offices)

3 modules	(kitchen and dining)
5 modules	(recreation and utility services)
7 modules	(storage)
2 Modules	(bathroom)
2 Modules	(dormitory - 12 Persons)
12 Modules	(48 individual bedrooms)
3 Modules	(maintenance shops)
5 Modules	(fire barriers)

OTHER FACILITIES

Other facilities necessary for the operation of the DEWLine are as follows:

- Garage
- Hangar
- Airstrip
- Petroleum and Oil Storage Tanks and Lines
- Antennas and Transmission Lines
- Road Net
- New Warehouses
- New Personnel Housing
- Old Construction Camp Buildings

OLD CONSTRUCTION CAMP BUILDINGS

Upon completion of the permanent buildings at the station, the construction camp was left intact. Many of the makeshift buildings and insulated tents had started to deteriorate. However, certain of these buildings were maintained in a fairly good condition and were utilized for storage warehouses, personnel housing, vehicle storage, etc. It was realized that the old construction camp structures would soon become in such deteriorated condition, that complete rehabilitation

ation or new buildings would be required. The old construction camp buildings also constituted a serious fire hazard. Accordingly, building replacement program for DEWLine sites was initiated for the calendar year 1958.

NEW CONSTRUCTION AT CAM - 1958

Three new warehouses, each 45 feet by 100 feet, were constructed. In order to take care of the personnel housed in the construction camp, two personnel-housing units, with 24 bedrooms in each, were built. These housing units will accommodate 48 persons in individual bedrooms or 96 persons by utilizing double bunks.

NEW CONSTRUCTION AT CAM - 1959

The 1959 program provides for an increase in the building-train dining-room space and will provide for the seating of 20 additional persons.

VISITORS TO THE DEWLINE

Visitors to the DEWLine are personnel who are required to go to the Line in connection with official business and are those who are not permanently stationed on the Line. For the five month period ending 30 Nov. 1958, CAM had an average of 216 visitor man-days per month.

AIRLIFT

The Federal Electric Corporation DEW Office at Edmonton operates a staging area for personnel and cargo at the Edmonton Airport. Personnel and cargo for the PIN and CAM Sectors are staged through this office. During the month of November, there were 50 flights from Edmonton to CAM and PIN and return. CC-4 type aircraft were utilized for these flights.

1958 SEALIFT

Northern Transportation Company, Ltd., a Crown corporation, accomplished the annual sealift during the summer of 1958. Supplies were loaded on barges at Waterways, Alberta, and were barged down the MacKenzie River to Tuktoyaktuk. At that point the cargo was transferred to AOG's and LST's and was delivered to stations east of Tuk Tuk. 1350 short tons of general cargo, including staple foods, and 583,000 gallons of POL were unloaded at CAM. Federal Electric stevedores traveled on the AOG's and LST's and performed the unloading and delivery to site storage functions. The CAM sealift was completed in September 1958. The barge and sealift operation was very successful and the actual schedule adhered very closely to the schedule which had been planned months in advance.

THE MANAGEMENT CONTRACTU. S. AIR FORCE

The management contract for civilian operation and maintenance of the DEWLine was awarded to Federal Electric Corporation by the U. S. Air Force. The contract was administered by the DEW Project Office, New York City, for the Air Material Command until 14 February 1958.

Contract administration was transferred to Air Defense Command Detachment #2, on 15 February 1958.

The 4601st Support Group (DEW), Air Defense Command, was activated on 18 April 1958, utilizing Air Defense Command Detachment #2 personnel as a nucleus. This organization is charged with the contract-administration responsibilities of the U. S. Air Force with the Federal Electric Corporation, concerning the operation, maintenance and support of the Distant Early Warning Line and to insure adequate support of the Contractor in all areas by all military agencies. To accomplish this.

the Commander of the 4601st has been provided with a Contract Administration Officer and a normal staff covering operational, logistical, comptroller and administrative functions. In addition, he has been provided with a Military Commander at each Main Station and a Field Office at POW and at Frobisher Airport. The Commander is Col. A. J. Reynolds, USAF.

FEDERAL ELECTRIC CORPORATION

The Federal Electric Corporation is a wholly owned service subsidiary of International Telephone and Telegraph Corporation. The operation and maintenance of the DEWLine by Federal Electric Corporation personnel is the first time that a major militarytype operation has been contracted to civilian management. The Federal Electric DEWLine Project Manager is R. H. Cruzen, who is a retired Vice-Admiral of the United States Navy.